

tion Service by Sec'y Victor Olander of the Great Lakes Seamen's union.

Warning after warning was sent to Sec'y Redfield of the commerce dep't at Washington, telling of open gangway and open hatches, rusty and unworkable; and the department was asked to give it immediate attention.

The same defective gangway conditions which prevailed on the Eastland are claimed by Olander to apply to other big excursion boats now running.

Wm. Nicholas, inspector of U. S. steamboat service, says his department does not inspect "stability" of boats.

"Do you mean your department has no tests nor records as to whether an excursion boat is safe or whether or not it will tip over?" he was asked.

"That is entirely in the hands of the American Bureau of Shipping," replied Nicholas. "They determine tests and so make inspections." He said the bureau is outside the government and is owned and run by shipping interests.

During the past year the government has been able to force the constructors of new vessels to send us blue prints," he said. "We have no blue prints now of the Eastland or any other vessels built before the past year."

"I have a copy of the Eastland's record in the Cleveland office of the U. S. Steamboat Inspection service in 1913," said Olander. "I made this copy personally in Cleveland and know it is correct."

"It states that the Eastland shall be permitted to carry 143 passengers in all-the-year-around business. During the excursion season it can have 653 passengers if it keeps within five miles of land. If it stays in water not deep enough to submerge it then it can carry 2,000 passengers."

The number of passengers the Eastland was allowed to carry when she started on the terrible trip this morning was fixed by inspectors Rob-

ert Reid and Chas. C. Eckliff of Grand Haven.

"She was allowed to carry 2,500," said Nicholas at the Federal building. "Custom house officers were on hand this morning counting to see that no more than that went aboard."

"Why permit more people to ride on boats during excursion season than than the rest of the year," Nicholas was asked.

"During the warm time of the year people who have life preservers on will stay in water a long time, sometimes two or three days," said Nicholas. "The water is warm from May 15 to Sept. 15 and in that season more passengers are allowed."

Victor Olander said the Eastland sinking backs up the charges made over and over again in Washington the past year, when he asked stricter regulation of boats. He took a Day Book reporter to the First National bank, unlocked a safe deposit box and showed a mass of letters written to the commerce department pointing to vicious conditions on lake boats running out of Chicago.

The Eastland toppled over just as it moved away from its pier at Clark street and the river, a little after 7:30 this morning. Cap't Harry Pederson says the cause was the breaking of an "air shoot," which let water into the hold. Few others hold this opinion. Most say the boat tipped from the weight of the people along the deck rail.

Cap't Pederson says about an even 2,000 were on board. He and First Mate Bell Fisher were at once placed under arrest. Commissioner of Public Works Wm. Burkhardt wired to Chief Healey in Indiana to leave his vacation and return at once.

The occasion for the excursion was the Western Electric Co.'s annual trip to Michigan City. Six boats had been chartered by the company to carry 10,000 excursionists. The excursion was at once canceled.

The boat lurched drunkenly just after leaving the pier. It righted it-